

SCATHING ATTACK
N.T.R. REPORTMacdonald's Accusations
Against Commission

A SICK OPPOSITION

The Government Can Keep
Back Payment

OTTAWA, April 1.—Premier Borden and his followers are in the midst of discomfit this afternoon as E. M. Macdonald, of Picton, put his finger on the reasons underlying the Stanton-Gutelius attack upon the Transcontinental and Canada's credit, and exposed the fallaciousness of the partisan report, and arraigned the rishonesty of the Government throughout the whole affair. It was a keen and a close attack by one of Parliament's most effective debaters, upon a Government which seeks to destroy a great Canadian enterprise, set on foot for the purpose of breaking a railway monopoly and insuring railway competition. It increased the discomfiture of the Government members and added to their indignation against the whole debate, which had sprung as a subject which they had expected to furnish them with their chief round for attack upon the Opposition this session, but which has been turned against them with disastrous effect.

Mr. Macdonald made his points plain and drove home his points easily. On the Opposition side, he brought successive onslaughts of applause on the Government benches depressed silence.

WHY SO READILY APPLIED?

Conservatives, he said, had argued that there had been over-payment to Transcontinental contractors, and over-classification on contracts, with consequent loss to the country. He is, he contended Mr. Macdonald, why has the Government not applied the remedy? The security deposited by contractors is still in the hands of the Government, if contractors have been paid dishonestly, why have the Premier and his colleagues not made good the country's loss by deductions from the money in their hands, security amounting to several times the amount of all alleged improper profits?

Conservatives have much to say as to the great cost of the Transcontinental as compared with the early estimates as to expenditure; they assert the country was misled by the Liberal Government. But years ago, Mr. Macdonald showed, Mr. Borden, Mr. Edmund Miller, Mr. D. Northrup, Richard Blain, Speaker Stoughton and other members of the Liberal Government, had declared the road must cost from \$100,000,000 to \$200,000,000. They have, he said, everyone with them, that a large sum would be spent. What absurdity, then, for the Conservatives to turn forward now and attempt to say that the public had been misled and deceived!

LARGE PART SPENT BY CONSERVATIVES

Government men, said Mr. Macdonald, point to an expenditure of \$100,000,000 with condemning finger, and denounce the Liberals for such an outlay. Is the responsibility the Liberals' alone? The question is answered by the fact, which Government speakers conceal, that \$60,000,000 of the expenditure has been made by the present Ministry.

Government members and speakers have much to say. Mr. Macdonald went on, as to improper payments to M. P. and J. D. Davis and to the Piquette firm of contractors. These men, they argue, profited wrongfully from public expense. Had the Government ceased to make payments to them, ceased to have business relations with such men? Last year, he alone, declared the Piquette member, on one contract the Government paid \$100,000,000, and to Piquette another half-million. In another case, he reminded the House, the same Government had given a contractor \$440,000 more than an arbitration board had found was due him.

COMMISSIONERS CRITICIZED

Mr. Macdonald also dealt vigorously with the appointment of Messrs. Stanton and Gutelius as Commissioners and with the charges of Mr. Stanton, he pointed out, was an undignified partisan. Mr. Gutelius was in Canada and had not thought well enough of Canadian institutions to become naturalized. To him, said Mr. Macdonald, Hon. Mr. Borden had said, "Go on this board and the work will be done to your taste. After you get through I'll make you General Manager of the line."

terrestrial at \$20,000 a year. All I ask you to do is to become naturalized and have the kind of a report I want." Neither Commissioner had been required to take oath to perform his duties properly. Both were hand-picked men, selected to save the face of the Conservative party after the failure of Morine in the Canadian hunt. What they have given the country is not a judicial finding, but a partisan political pamphlet. The report is ridiculous in its character, mischievous and false in its assertions and allegations, and marked, Mr. Macdonald went on dramatically, "by the splendid Canadianism of Commissioners who did not care a snap whether Canadian ports were developed or whether Canadian trade went to American ports."

The fault was shown on its surface by the fact that though it had much more than an estimated waste of \$10,000,000, the specific items marked out in it as wasteful totalled less than \$2,000,000. "Ten or twelve million dollars," exclaimed Mr. Macdonald, "was nothing to these gentlemen when the fair name and credit of Canada had to be defended for party purposes."

Mr. Gauthier resumed the debate when the House met this afternoon. He outlined the history of the Transcontinental project from its inception, demonstrating that throughout the history of the project there has been most closely concerned with the building of a first-class and permanent railway by the most economical and honest system of construction. He challenged any contradiction of supported denial of the evidence he presented.

GRAVE SITUATION FOR CANADA

More serious even than the partisan objects sought to be served by the Stanton-Gutelius-Stanton report, testified and warned by men who had apparently only partisan ends in view, was the grave situation they had created for Canada in the old land and in the money markets of the world. The testimony as to their success in this shameful procedure could be given by the Minister of Finance, Canada. Mr. Gauthier pointed out, would remember those two so-called Commissioners as the men who had given her reputation an undeserved black eye, as men who had betrayed their trust as men who had proved themselves incompetent to carry out the trust imposed upon them.

Mr. George W. Fowler (King's and Albert), who followed Mr. Macdonald, accused the commission entrusted by the Liberal Administration with building the railway of being "inefficient and ignorant," and charged that they had permitted M. P. Davis to "load the public treasury" for exorbitant profits. He asserted the Liberals in the House that they "would all be 'galloped into their fathers' grave' by the Liberal party ever" saw official.

KAM'S HORN AND CUTLEFISH

Mr. D. D. Mackenzie (Prince Rupert and Victoria) created much amusement by confessing some tropicalisms to the House. He was speaking of the well authenticated report that the walls of an ancient city yielded to the blasts of rain. He declared it was manifest that Mr. Macdonald's telling criticism had had such effect that the government had selected a cuttlefish "to follow him."

Mr. Mackenzie brought his speech to a close shortly after 1 o'clock, and was followed by E. W. Nesbitt (North Oxford).

Miss KIL-Sue Miss Upper

There she thinks she's beautiful evidently. But, my dear, that sort of talk is merely pose. Miss KIL—know it. Strange that the slimming cure, she should have a trail so egotistical—National Monthly.

Sleep is a great beautifier, but most of us would prefer to be wide awake.

Terrible Dizzy Spells
Would Come Over Me

The Nerves Were on Edge—Noises Excited and Irritated—System Restored by Dr. Chase's Nerve Food.

Overworking and chattering these words describe the cause of many a woman's physical breakdown. The cause is a delicately constructed machine, calculated to perform only a certain number of hours without rest. If overworked there is no time allowed for the reconstruction of the wasted cells, and breakdown is inevitable.

Rest is absolutely necessary to every woman who allows herself to become run down from overwork. Dr. Chase's Nerve Food will help wonderfully in bringing back health and strength of mind and body. Women are particularly enthusiastic in praise of this medicine, because they know that treatment was ever discovered that was so thoroughly restorative, energy and vitality to the tired, overworked and run-down nervous system.

WANT AID FOR
HYDRO RADIALSBig Deputation Waits on
Provincial Government

BOND GUARANTEE

For Such Systems as Receive
Approval

Toronto, April 2.—Urging upon the Ontario Government the importance of encouraging the extension of Hydro radial systems throughout the Province, an unusually representative deputation from the various municipalities, particularly those of western Ontario, waited upon the Ontario Government yesterday. While the spokesmen in most cases dealt with local conditions as a whole, they impressed upon the Government the great importance that would be given to the back-to-the-land movement and to the popularizing of rural life by the construction of radial railways in co-operation with the Hydro-Electric Commission. They presented a memorial setting out what in their opinion was the best way of bringing this about.

The chief proposition was that the Government, should guarantee bonds of such radial systems as received the approval of the Hydro-Electric Commission. A guarantee of this sort would be of great assistance to the municipalities, since it would enable them to do their financing on terms that they could not hope to get going to the money markets as separate municipalities. They asked that a model agreement between the Hydro-Electric Commission and the municipalities be made as a condition precedent to the guarantee. The proposition was that municipalities be empowered to issue bonds for fifty years and that the Government be required for the first ten years. This would greatly aid to the prospects of success, and would help them over the difficult early years. Another important request, was that the Hydro-Electric Commission be given authority to divide the Province into zones for the purpose of selling radial propositions. This would prevent isolated and unprogressive municipalities from standing in the way of other desiring railway connection.

MINISTERS ARE IMPRESSED

Hon. Mr. Frye bespoke for the Government a serious consideration of the whole subject, and an examination into the financial obligations involved. Hon. Adam Beck, who responded to the repeated requests of the deputation, assured them that their requests had his sympathy, and remarked that there was yet time for the deputation to make suggestions to be reached.

The deputation was introduced by Mr. Gustafson, of Guelph. He declared that radial railway extension was one of the biggest problems of the day, and that the people had passed from the stage of hoping for railway accommodation—they were demanding it. Only by such a system could the farms maintain their place, and the sons of the farm be brought back from the cities to operate their fathers' fields. Mayor Graham, of London, said that \$8 per acre of the people were demanding radial railways, and that the people of the city in their desire to live in the country, were just as much interested as the farmers. Mayor Butler, of Peterboro, followed, and the deputation all made their support.

LOOT FIVE STORES

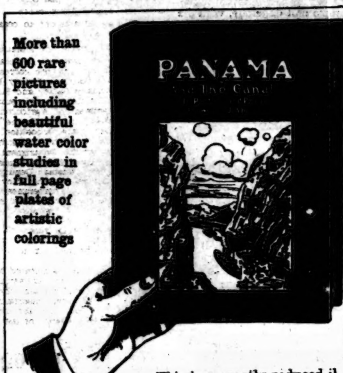
Lindsay Robbers Are Later
Arrested in Peterboro.

Lindsay, April 1.—Five burglaries took place here shortly after midnight last night, the places entered being Britton's jewelry store, R. L. Morgan's drug store, Williams' Bowling Alley, Mauder & Sons' mill, and William Hobson's grocery store. Between \$500 and \$750 in goods and cash was taken. Two of the men were arrested in Windsor this morning, and had most of the goods on them. They were heavily armed and had goods amounting to about \$100 in their possession, consisting of jewelry, drugs, etc. The burglars are about 13 years of age. Chief Chilton leaves this evening for Peterboro and will bring them back either to-night or to-morrow morning.

BAPTISTS GAVE LESS

Toronto, April 2.—During the past year the offerings of Canadian Baptists for missions have fallen off by about \$115,000, according to the figures presented at the annual meeting of the Baptist Laymen's Missionary Movement. Speaking of this yesterday, Mr. W. C. Senior, the secretary, attributed it directly to the financial stringency. He pointed out, however, that there had been no decrease whatever in the system of giving, and that the total sum contributed this year, the total sum contributed this year was \$70,005.

PANAMA and the CANAL

To Meet the Demand, We Have Received Two
More Cases of This Wonderful Work
SECURE ONE BEFORE THEY ARE ALL GONE

More than 600 rare pictures including beautiful water color studies in full page of artistic colorings

This is a greatly reduced illustration of the \$4 volume. As the size of your thumb compares with the size of the book, compare with the size of the big book—9 x 11 inches.

ahead. It's a cinch that you'll get a rise if you gain knowledge that has actual cash value—you'll COMMAND more cash because you are WORTH MORE than the cash value behind. Whatever position you now hold you must keep up with the times if you would ADVANCE. Better still, you should keep AHEAD OF THE PROGRESS. The latest and greatest NEW knowledge concerning the Panama Canal. To know about this modern wonder is to have something "up your sleeve" that will add to your "market value."

Your Money Refunded If Not Satisfied

Interested as the farmers. Mayor Butler, of Peterboro, followed, and the deputation all made their support.

C. N. R. AID

The Road Has Received Over \$200,000,000.

Large Land Grants Are Valued At \$20,222,547

OTTAWA, April 1.—The Dominion Government has thus far granted cash subsidies amounting to \$23,554,942, and bond guarantees amounting to \$59,749,582, to the Canadian Northern Railway Company and its subsidiary lines. The total of the cash subsidies granted, the amount of \$21,735,521 has thus far been earned, while the bond guarantees the company has far raised \$29,877,822. In addition to this the company has received from the Federal Government land grants of 4,002,246 acres originally granted to the Lake Manitoba Railway & Canal Co., the Winnipeg & Hudson's Bay Railway Co., and the Manitoba & Southern Railway Co., which roads were taken over and completed by the Canadian Northern Company.

This information was given in the Commons this afternoon by the acting Minister of Railways, Hon. Dr. Reid, in reply to a question by Mr. J. L. Burnham (Peterboro). The details, figures, however, do not, of course, include public aid received by the Canadian Northern system from the various provinces or from municipalities. A much fuller and more complete statement will have to be made before any adequate idea may be had as to the total amount of public aid received by the road.

AID FROM PROVINCES

In addition to the Federal aid noted above, there have been cash subsidies

granted to the road or to its subsidiary lines east of Port Arthur as follows:

By Ontario, \$497,000; by Quebec, \$2,565,246; by Nova Scotia, \$2,559,560; and by New Brunswick, \$2,559,560. The road has also received cash subsidies of \$2,559,560, and bond guarantees of \$5,119,120, from the Province of Ontario. The Province of Ontario has given cash subsidies of \$1,233,371, and the Province of Manitoba, \$401,575. Bond guarantees west total \$61,575. Bond guarantees west total \$61,575. Bond guarantees west total \$61,575.

LAND GRANTS

In addition to this, there is the grant of 2,000,000 acres of land to the Canadian Northern Ontario Railway, made by the Province of Ontario. No estimate has yet been made as to the cash value of this land grant. With regard to the land grant of 4,002,246 acres, made by the Dominion Government, the statement submitted to the House, as furnished to the Railway Department, gives cash received from sale of these lands up to June 30, 1910, amounting to \$5,252,547. The lands remaining to be sold were valued on that date by the company at not less than \$14,000,000. That makes a total of \$20,222,547 as the value of the land grants, exclusive of the two million acres granted by Ontario.

TOTAL AID \$205,497,776

Accepting as correct the figures as supplied today by the Federal Government, and the figures as to provincial aid, which are quoted from the statement submitted to the House, this gives a grand total of cash and bond subsidies amounting to \$205,497,776, and bond guarantees amounting to \$59,749,582. Adding both amounts together, the total amount of financial assistance thus far granted to the road is \$265,247,358. According to the statement given by Sir William Mackenzie on Feb. 23, the total cost of the road up to Dec. 31, 1913, has been \$219,219,000. On the completed mileage of 8,894 miles, the average cost per mile was given as \$24,539.

CASH SUBSIDIES AND BOND GUARANTEES

THE DETAILS GIVEN this afternoon to the Federal aid, show that the cash subsidies include those already granted for the Canadian Northern Ontario section of the road, which total \$10,000,000, for the Canadian Northern Alberta, \$2,559,560, and for the Canadian Northern Pacific, \$4,849,920. The bond guarantees are as follows: For the Canadian Northern Railway, \$17,258,184; for the Canadian Northern Alberta, \$5,119,120; for the Canadian Northern Pacific, \$5,119,120.

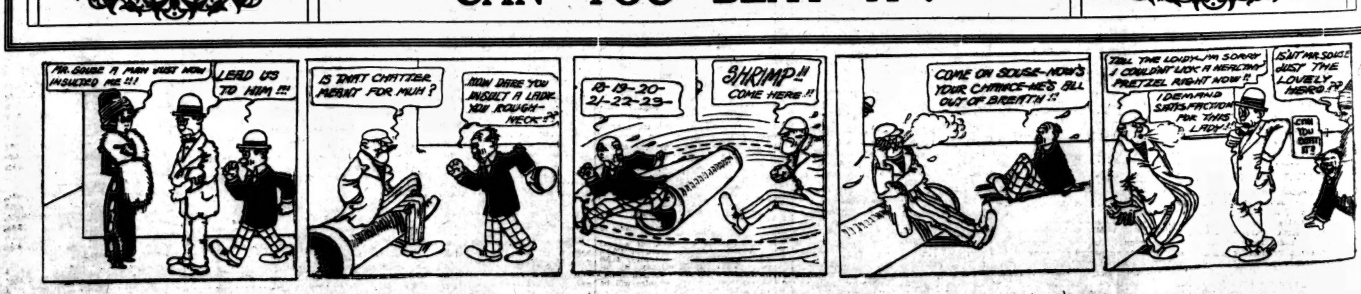
NEW CHIEF OF STAFF

Sir Charles Douglas Sutherland succeeds Sir John French.

London, April 1.—Premier Asquith has appointed Gen. Sir Charles Douglas Sutherland, Inspector-General of the home forces since 1912, to succeed Field Marshal Sir John French as Chief of Staff.

Gen. Sir Charles W. L. Sutherland, G. C. B., was born in 1850. He served with the Gordon Highlanders in the Afghan war, 1879-80, and with the same regiment in the Boer war of 1899-1901. In 1904 he served in the Boer expedition, and was awarded the Victoria Cross for his services in 1900-1901, in the Boer expedition, in which he commanded a brigade of the old country since.

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GOVERNMENT OF CANADA**

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Marlborough-Blenheim

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The Leading Resort House of the World. PARTICULARLY ATTRACTIVE TO CANADIANS During January to May

Atlantic's Great Winter-Spring Season.

The proximity of the Golf Links and the Southern exposure affords a delightful climate without being overbearing.

Two blocks of ocean front, 400 private baths with hot and cold sea and fresh water. Golf, Billiard, Casino, Theatre and complete amusements.

Ownership Management

JOSIAH WHITE & SONS COMPANY.

ATLANTIC CITY, N. J.

VILLA'S FLAT CAR ARTILLERY MOVING BY RAIL TOWARDS TORREON



This shows the rebel, Capt. Jose Gutierrez going into action in the battle of Torreon. Capt. Gutierrez's machine gun was fastened to the flat car at the fore end of a long string of flat cars, the armored locomotive being in the rear. Capt. Gutierrez's practice is to make sudden dashes down the line into the enemy's territory, working the machine gun to its limit. When the battle gets too hot for him he signals the engineers and they fly back to safety on the flat car. Back the guns are piles of sandbags behind which Gutierrez and his men take refuge when the bullets begin to fly too thick.

CALLED HIM DOWN

Deputy Minister of Agriculture Rebuked Austin

Was Interesting Himself in Welland Campaign.

Toronto, April 1.—In a return letter to the Legislature yesterday regarding the participation of Mr. R. Austin, District Representative of the Department of Agriculture, in the recent Canada temperance act campaign in Welland County, the fear of making "enemies and cause trouble later on" is emphasized in a letter by the Assistant Deputy Minister.

Mr. C. P. Bailey, Assistant Deputy Minister, writes to Mr. Austin under the date of January 12, in the following terms:

"I have learned indirectly that you are taking an active interest in the Canada temperance act in your county. While I do not wish to interfere with your personal affairs, I feel that it will be in the best interests of your work to avoid being connected with anything of this nature. While you are undoubtedly working in the best interests of the people as a whole, it is more than probable that you will make enemies and cause trouble later on, and probably interfere with the effectiveness of your work."

Mr. Austin, resenting the interference with his personal views, replied with emphasis on January 14: "Your letter of January 12th relative to my interest in the Canada temperance act has been received, and its contents duly noted. Thus far I have not been doing any public campaigning in the interests of this act, and it is my intention during the week days to give of my time to the work, but I fully purpose, should an opportunity present itself during Sunday meetings or through personal interviews, to exert any influence which

HAMILTON DAILY TIMES THURSDAY APRIL 2 1914

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86,401 IMMIGRANTS Landed at Halifax in Year Just Ended.

Halifax, N. S., April 1.—All previous records for the number of passengers landed at this port of Halifax have been broken by the immigration year just closed. Although no official figures are yet available from the department, it is stated that the total immigration through the port of Halifax for the year ending March 31, was 86,401, or 7,206 over last year.

The figures for last year's immigration, including all classes, this was the largest month since last May, when the total for the month of May was 11,258.

The gain in immigration over last year is largely accounted for by the unprecedented large number of arrivals during the early summer months, mostly from Continental countries.

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WELL-DESERVED SENTENCE.

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NEW TYPE OF PLANE.

Rheims, April 1.—The new type of aeroplane, consisting of seven planes arranged in a semi-circle, was tested today for the first time, and gave good results. The idea of the arrangement of the planes is to give complete stability, and the aviator will have to watch only the steering.

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There are fifty Chinese in the immigration quarters of the C. P. R. at the Windsor Station, Montreal, waiting for the first ship which, touching at New York, will take them to Japan.

"The God," known to the police of the Windsor Station, Montreal, was a white, alien, Indian, Jackson, was placed in the charge of the immigration authorities to be deported to the United States. He will in all probability be escorted by a military escort, where he alleges his father and brother live.

86,401 IMMIGRANTS Landed at Halifax in Year Just Ended.

Halifax, N. S., April 1.—All previous records for the number of passengers landed at this port of Halifax have been broken by the immigration year just closed. Although no official figures are yet available from the department, it is stated that the total immigration through the port of Halifax for the year ending March 31, was 86,401, or 7,206 over last year.

The figures for last year's immigration, including all classes, this was the largest month since last May, when the total for the month of May was 11,258.

The gain in immigration over last year is largely accounted for by the unprecedented large number of arrivals during the early summer months, mostly from Continental countries.

The figures for last year's immigration are respectively 79,195 and 86,401.

WELL-DESERVED SENTENCE.

Kingston, April 1.—For committing an indecent assault upon a fourteen-year-old girl, who boarded at his home, Charles Boucher, a member of B. A. C. C. was sentenced to six months in the Kingston Penitentiary by Judge J. L. Lavell on one year in the Ontario Prison. Boucher, who is married, was admitted charged. The girl's father is a member of the B. A. C. C. and her mother is dead. The assault took place when Boucher's wife was in Montreal.

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